## "SPEEDWAY WEEK" LEADS TO BIG RACE

Elimination Trials in Full Swing for 350 Mile

### GREAT CONTEST EXPECTED

This is "Speedway Week" in New York, All through the coming days before Saturday those who are interested in automobiles—and that is eqivalent to ring everybody, because every one is erested in automobiles these days.

I be talking about the race and the titors for the Astor Cup in the 350 Speedway. Saturday's event will swing. New Yorkers have begun wake up to the speed wonders that cup race has in store for them. A ago when Darlo Resta whirled d board stretches of the new shead Bay Speedway at a rate of id they realize what a magnificent obile racing course and sport had been built right within the gates until 10,000 of them visited Bay to celebrate the christening of new speedway. New Yorkers until now have had

Electric Transmission Shows

Its Quality in 800

Mile Run.

ALL CONDITIONS FACED

Driving nearly 800 miles in four days without ever once making use of the

clutch and without touching the gear shift lever, through mountain country

and over roads of all sorts-that sounds like an impossibility, but it isn't. It is

merely the record of a trip made by a fleet of five cars which got back to New

York on Wednesday from their epoch

making jaunt. The cars didn't use

clutch or transmission gears because

they are not fitted with them. They

were five Owen magnetic cars, in

gear shifting, and they gave a most

unusual demonstration of the things

every kind of road was encountered on the way, from boulevards to the most

inferior detours. It rained half of two

that have been claimed for them.

acquaintance with the gener-of new drivers that the Indianap-speedway and the big middle Westand Pacific coast races have brough being as successors of Heath, Hem Wagner, Nazzaro and Grant, all of derbilt Cup and Grand Prize fame, course the metropolitan fans have Ralph De Palma, Barney Oldfield. b Burnham, Ralph Mulford and others t up miles to the tune of 50 seconds or lown on the old Brighton Beach horse track; but Resta, Cooper, Ricken-backer, Pullen, Anderson, Aitken and ther motor racing heroes of modern mes are known in the East only by

newspaper report and hearsay. he Vanderbilt Cup races on Long Isl-were won by times absurdly slow spared with modern speed stand-Heath's average in the first of was only 52 and a fraction miles per hour, and when Grant captured the st one on Long Island it only required average of 65.2 miles an hour to do gear shifting, and they gave a most However, when Resta won the Chiago Derby he averaged over 97 miles for 500 miles. Even at Ormond times that used to be considered

at that rate would double the speed of the Empire State express. Leaving New York he would reach Albany in about an hour and a half, Chicago in ten hours of dayight running and San

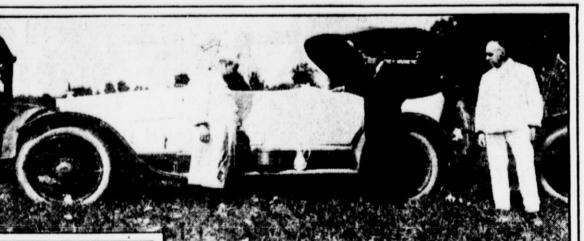
victories in races at City and Providence

# UNUSUAL TEST IS FOUR STATES RUN OF NEW OWEN MAGNETIC CARS PACKARD INCREASES









an hour for 500 miles. Even at Ormond Beach times that used to be considered with to-day. It took Maurice Bernin 72 minutes to win the last big 100 mile race at Ormond Beach. In the match ing in the pelting rain, and after luncheon at Kinderhook, went on race at Chicago on the speedway in that city Resta's average was 102 miles in 60 minutes.

Racing experts and the drivers themselves are confident that the average of the Astor Cup winner will be between 100 and 105 miles an hour for the entire 350 miles. Stop to think of what 100 miles an hour means! A race driver at that rate would double the speed of the Empire State express. Leaving New York be would reach Albany in that city Restate are express. Leaving New York be would reach Albany in the pelting rain, and after luncheon at Kinderhook, went on through Troy to Lake George for the night stop. The next day's run was through Elizabethtown to Plattsburg. Going by boat across to Burlington the third day, the motorists ran through Rutland to Pittsfield and after dinner to Great Barrington. The final day the run was by way of Lake Mahopac and White Plains to the city. Nearly every kind of road was encountered on the way, from boulevards to the most. The difference between this and other gasolene cars lies in the magnetic transmission are. Those who drove the cars at one time and another on the trip for considerable stretches included David Beecroft, H. M. Swetland, R. M. Cleveland, G. Franklin Balley and myself. All of us were most enthusiant over the cars and the simplicity of control. The difference between this and other gasolene cars lies in the magnetic transmission are. Those who drove the cars at one time and another on the trip for considerable stretches included David Beecroft, H. M. Swetland, R. M. Cleveland, G. Franklin Balley and myself. All of us were most enthus siastic over the velvety smoothness of the car and the simplicity of control. The difference between this and other than the machine and were able to test in a better way than mere tonneau

the most gasolene cars lies in the magnetic trans-mission. There is no change in the gas engine or its operation. In the Owen

most meteoric career this season of any driver save Resta. "Rick," who hals from Columbus, Ohio, is really a setteran, having raced in many Indian apolis Speedway events and other Western aces, but this season he sprans into the limelight by capturing a string of speedway victories in races at of speedway victories in races at of speedway victories in races at the speed of spring the formed under regular touring cars and they performed under regular touring cars and they performed under touring cars and they performed under touring cars and they performed under regular touring conditions. There is neither mental nor these or fatigue. There is neither mental nor they core fatigue. There is neither mental nor there is neither mental nor the car. As a matter of fact it takes to fatigue, the car. As a matter of fact it takes to fatigue, there is neither mental nor the neither mental nor there is neither mental nor th

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will be the lattle for the print part of the strate with the strate with the strate of the strate with the strate with the strate of the strate with the strate with the strate of the strate with the s

operated by transmission motor at lunch stop at Kinderhook.

of a long hill, if he raises his foot from the throttle, the car immediately begins sengers, as they hadn't all the worry advance from this source is approximately stated and yanking that go with constant motion that can hardly be imagined, gear changing, when placed in back of the passing that go with constant motion that can hardly be imagined, gear changing, when placed in back of the passing that go with constant motion that can hardly be imagined, gear changing, when placed in back of the passing that go with constant motion that can hardly be imagined. This can be done as well on the level, in fact, it is at times hard to realize fact, the motor and the transmission and various of the passing that go with constant motion that can hardly be imagined. that there is actually a motor at work when a long stretch of smooth road is trached and the car is toddling along at thirty-five or forty miles an hour.

Going up a hill, it is not necessary to rush. The motor will continue to pull as long as there is adequate an every liquid, super case, call it what the less important throughout the trip the air cushion, fluid, on the long as there is adequate an every liquid, super case, call it what the less important items unmentioned the total increase a to velvety, liquid, super case, call it what the less important items unmentioned the total increase a to velvety, liquid, super case, call it what the less important items unmentioned the total increase a to velvety, liquid, super case, call it what the less important items unmentioned the total increase a to velvety, liquid, super case, call it what the less important items unmentioned the total increase a to velvety, liquid, super case, call it what the less important items unmentioned the total increase a to velvety, liquid, super case, call it what the less important items unmentioned the transmission and advance of \$1.50 in each case, and the trimming leather alone costs \$17.50 more at case. to rush. The motor will continue to pull as long as there is adequate engine speed, and if it is necessary to go back—it isn't claimed that these cars will climb anything on earth on high—a simple movement of the control lever back to an intermediate "speed" does

throughout the trip the air cushion, fluid, velvety, liquid, super ease—call it what you will in the most enthusiastic way.

3 PASSENGER MARMON.

There are very good technical and Roadster Model is Popular, Says

I was able to judge for myself personally, so unusual, whether for riding or driving. These long runs and drives veloped by R. M. Owen who was the were made with a comparative absence host of the occasion. The showing of of Nordyke & Marmon Company, of fatigue. There is neither mental nor these cars greatly impressed all who is altogether a very logical type physical worry over hill climbing, that were in the party. They included as the allows three persons to ride con the noire of all extended touring. The well as those already mentioned E. S. ably and close together and all the second of the company. driver always was sure that he need not be afraid he wouldn't catch his shift at the right place and he need never let spears, Nathan Lazaronick and W. E. front so

y made larger, but the application of the first sign of lag showed on the connecting rolese units are applied differently.

It is not alone the exceeding simplicity moving a lever an inch or so made it handles alone. f operation; it is the way the car runs, sure that the driver would change each car, or instance, when one comes to the top speeds.

a simple movement of the control does to an intermediate "speed" does to an intermediate "speed" does mechanical reasons in favor of this mechanical reasons in favor of this

# PRICES OF ITS CARS Forced to Do This by Higher

Cost of Materials Used. Says Macauley. Because of the advancing cost of raw

materials, due in large part to the demand from manufacturers of war mun!tions, the Packard Motor Car Company finds it impossible to continue the prices and makes announcement of increases The new schedule of prices went into

were accepted prior to that date, totalling several million dollars, will be filled at the prices originally announced. It is explained by Vice-President Alvan Macauley of the Packard company that the raw materials for the first lots of Packard "Twin-Sixes" were purchased n a favorable market, and that this fact, together with an increased producdon, made possible the schedule origiso that the Packard company faced the or increasing the price Under the new schedule the model is increased \$200 and the "1-25" \$150 on the open cars, the new prices being \$3,150 and \$2,750 respectively.

An interesting analysis of the cost items responsible for the advance is given by C. F. Tollzien, purchasing agent for the Packard company:

or, the same as is found on practically make the change. Even very hard vanced \$2.50 to each radiator. Lamps very automobile built to-day, being simly made larger, but the application of the first sign of lag showed on the connecting rod bearing have advanced

It also was less wearing on the pas- a pound and carbon steels \$4 a ton. The

"Our new three passenger roadster